THE TRANSMISSOURI FREIGHT ASSOCIA-TION DECISION DISCUSSED.

JAMES C. CARTER ADVISES THE JOINT TRAFFIC ASSOCIATION TO AWAIT THE FULL TEXT-STATEMENTS ON THE SITUATION BY MR.

DEPEW, GEORGE R. BLANCHARD, T. P. FOWLER, RUSSELL SAGE AND OTHERS.

The Board of Managers of the Joint Traffic Association continued their regular sessions yesterday the same as before the decision was rendered by the United States Supreme Court declaring the Transmissouri Freight Association illegal under the Sherman Anti-Trust law. James C. Carter, counsel for the association, advised that until the full text of the decision had been received and considered, at least, there should be no steps looking to the dismemberment of the association. In other words, until the bearing of the decision on the association was determined it should go on as

Ever since the Joint Traffic Association was formed Chicago has been trying to disrupt it. From the first, attacks on the association and reports that it was going to pieces have been incessant from that point. It was therefore no onder that Chicago redoubled its efforts when the Transmissouri decision was rendered. It not only proceeded to demolish the Joint Traffic Asso clation at one crack, but also every other traffic association in the country. Chicago had ma much noise in the past on this subject that its extra rocket over the Supreme Court decision was locked for. Chicago can lie to beat the cars at all times, and when circumstances seem to impart a semblance of truth to one of its lies, it becomes frenzied with joy. It is now beside itself because it thinks the traffic associations are doomed. The lawyers of the associations have not yet said whether the decision in the case of the Transmissouri Association applies to other associations The decision was generally discussed yesterday.

MR. DEPEW'S STATEMENT.

Chauncey M. Depew, in his official relation as chairman of the Board of Control of the Joint Traffic Association, made the following statement last night regarding the attitude of the Joint Traffic Association: "The decision of the Supreme Court in the interstate commerce matter is most starting and far-reaching. When the Anti-Trust law was on its passage, neither its promoters nor its enemies imagined that railway contracts for the stability of rates and equal treatment of the public could be declared a trust. The difficulty of applying the Anti-Trust law to railway contracts by the judicial mind is illustrated by the fact that three judges of the United States Court in this district, and three United States judges in the Transmissouri case, and four of the nine judges of the Supreme Court of the United States have held antracts to be lawful, while five judges of the United States Supreme Court and one United State Judge in the Transmissouri case have declared such contracts illegal. When the Supremmatter of such vast importance by a majority of and the lower courts and four members of the Supreme Bench sustain the railway position, we members of the Joint Traffic Association, not regard our case as settled until it has been finally passed upon at Washington. Our contracup to date has been sustained by the United States District Court and the United States Appellate Court, and until these decisions are reversethe Supreme Court our association is existing and acting under the law.

STILL GREAT FAITH.

"The United States District-Attorney and the Attorney-General may ask for a rehearing before the Appellate Court, or they may go directly to the Supreme Court. In either case we still have great faith in the Joint Traffic agreement. It was drawn after the suit had been begun against the Transmissouri Association by the ablest lawyers in the country and with the intention of meeting every objection raised by the Attorney-General of the United States to the Transmissouri agreement. If however, it is finally decided that any effort by the railread companies to give to the public, without discrimination or favoritism, equal stable and reasonable rates is a crime under the laws as they now stand, then there will be such a demoralizaof rates, with the disastrous effects which low railway wars, upon securities, upon credit and upon business, that all the efforts of the extra session of Congress to bring around prosperity and confidence will go for nothing. The public gets no benefit from a railway war or a demoralization of rates. The small dealer, the independent shopkeeper, the manufacturer with limited means and times at the mercy of the big operator and the big speculator, because these great capitalists and incipient trusts can play off one line against another and secure rates which

A MILLION MEN EMPLOYED.

There are, when business is normal and times are prosperous, in round numbers, a million men employed on railroads. The hard times of the last three years have taken between 300,000 and 400,000 of them off the payroll. A general railroad war would keep these most deserving men out of work and their families in distress, and add to the numbers on account of the enforced economies of operation. Instead of railway compacts like the Joint Traffic agreement creating trusts, just to such an extent as such agreements can be made legal and approach a pool, they are the only effect ive weapon yet discovered by which trusts can be successfully checked or resisted. It is the getting of rates by a firm or a combination of firms, between common points, lower than others which creates a trust. The trust once completed and controlling practically the product in which it deals then dictates to the railroads its own terms, and competition can no longer exist. The same business man will deny that the rates between New-York and Chicago, for instance, east and west bound, should be the same to every shipper, no matter which one of the eight lines he chooses to take. The business man can be successful with business sagacity and industry when he has to deal with the ordinary factors of supply and demand, but when the transportation charge to market is uncertain his calculations are worthless, his business experience is of no value, and he becomes speculator upon things he can neither control nor divine, the reason being that each of the eigh lines may have different rates and fluctuating ones. If these conditions exist very nearly all the inter mediate and smaller centres of manufacturing in dustries are wiped out.

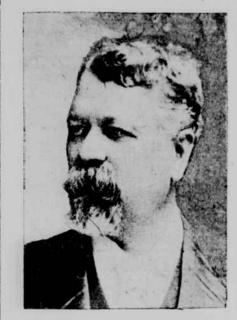
PREVENTED BY WISE LEGISLATION.

"Such conditions, which are unnatural, antique and barbarous; which exist in no other country but the United States, can be prevented by wise legislation. If the rallroads were permitted by law to make pooling contracts, those contracts to be vold until approved by the Interstate Commerce Commission, and the Interstate Commerce Commission having the power to inquire into their erations all the time and abrogate them at any time, then we would get rid of the curse of American transportation, discrimination against individwals and localities against other individuals and Other localities, the favored ones always being the Mg shipper and the big places and the sufferers the rest of the country. Through the Interstate Commerce Commission the Government would have a voice which would be better than the ownership of the railroads, because it would place in the hands of the Government a practical control of failway operations without the responsibility of ownership; while if the Government owned the railroads, having bought out their bond owners and stockholders, the Department of Railroads would have to earn the interest on the bonds issued to make such purchases.

THE PROSPERITY OF THE COUNTRY.

"The prosperity of the railroads is the prosperity of the United States. American railway rates for the carriage of freight are less than one-half the rates charged by the Government railroads in Europe, or, indeed, any railways in Europe. If the milroads are injuriously and disastrously affected by legislation, when we take into account the number of men directly employed by railroads, the number of men that work in the mines, mills and workers of all kinds that furnish the supplies to railroads, we find that one-sixth of the voters of the country, with those who are dependent upon them, are the sufferers.

"One good effect of this decision will be the enlightenment of the public mind on the railway prob-lem and the railroad situation, if it ends by taking the railroads out of politics, as has been done in New-England and New-York, and the enactment of wise and liberal laws for governmental super-Vision and encouragement of railway activity within well-defined limits. Whatever its immediate



GEORGE R. BLANCHARD,

the Western lines which are reported to have given hasty notice of withdrawal from their various organizations. It is by no means certain that cases involving other associations would meet with similar treatment from the Supreme Court as the from all joint-rate sheets with all other lines. Transmissouri Association. Meanwhile the dismemberment of these associations is likely to cause grave injury to the railway business and wipe out all the benefits which have accrued from the observance of proper rate regulations. In several cases the precipitate determination yesterday by Western railroad managers to withdraw their lines from associations has been reconsidered. I know of instances where notices of withdrawal have been countermanded. The enforcement of the Transmissouri decision in all traffic associations would bring the railway business of the country to a condition little short of chaotic. Stability of rates is as necessary to shippers as to railroads. Definite prior information as to the rates is essential to the successful conduct of commerce and trade. Merchants cannot afford to wait until their trucks reach the freightyards to learn the cost of transportation, but must have accurate knowledge of this factor before undertaking transactions. This being so, it is needful to have some joint agreement to create and insure stable conditions of traffic. Granting that certain rates might work an injury to trade, it is nevertheless manifest that there is some point at which rates can be declared 'reasonable' within the meaning of the law. Given this and the power of enforcement and regulation, all the interests involved should be satis-fied. Without this power there can be no guarantee of the safety of investment in the railway

THE DECISION A SURPRISE.

B. Thomas, president of the Eric Railroad, said: "The decision is a great surprise. Under the lecision bankers or labor leaders can fix no rates of interest or prices of labor. For instance, what is to become of the locomotive engineers' agree-ment under the dicision? If the decision is as reported, it opens a very gloomy outlook for the raticonds of the country. It will mean a survival of the fittest and the absorption of the weak by the strong lines. If the railroads engage in a warfare, the disasters that will follow will be untold. I hope the decision is really not as bad as it seems.

EFFECT ON FOREIGNERS.

Thomas P. Fowler, president of the New-York. Ontario and Western Railway, had the following to say: "The decision would seem to mean annihi lation of investments in railroad properties. Forthere is to be no protection for them under the law. A most unfortunate condition has created for which some remedy is demanded."
"I hope," said Aldace F. Walker, chairman of

and Santa Fe Railway, "there will be some reme dial legislation by Congress; but to take the con duct of the railroad business into the hands of the Government, or to leave the roads without power to fix reasonable rates among themselves, would be equally subversive of the country's interests, in my opinion.'

"THE REAL QUESTION."

Henry Fink, president of the Norfolk and West ern Rallroad-The railroads and newspapers appear to be going too fast in considering that the pear to be going too last in considering that the traffic associations must disband by reason of the decision just rendered. The real question is whether all are in restraint of commerce, as decided in the Transmissouri case. The decision applies to one specific case, and it is not fair to argue that under it all traffic associations are illegal. Person ally, I don't think they are. Every railroad has the right to endeavor to get the best results from the conduct of its own business. The Joint Traffic Association case will come before long before the Supreme Court, involving a rehearing of all the points at issue, and the exposition of the law, made then, may change the entire aspect of the situation. Without the traffic associations it would be utterly impossible to carry out the Interstate Com-merce law, and the Interstate Commerce Commis-sioners are the complainants in the present Joint Traffic case. The decision rendered Monday in the Transmissouri case seems to me to be based on misunderstanding of the facts, and if it were can ried out against all the traffic associations it would be a disaster to business, the extent of which counot be calculated. Not only would the railroad be unable to see five days ahead, but, as practi-

be unable to see five days ahead, but, as practically all industries are dependent on transportation, all would suffer greatly.

George C. Coppell, chalrman of the Board of Directors of the Denver and Rio Grande Railroad-While the decision is a decided surprise to the Joint Traffic Association, I do not see that the two associations are identical under the law. It seems to me a pity, however, if the Joint Traffic Association is affected by the decision, for it tried to make an agreement for the benefit of business generally which would legally hold water.

William Butler Duncan, a director of the Mobile and Ohio Railroad-The Joint Traffic Association is a legal organization. If it is not, I do not think it will be disbanded, so to speak, but that another agreement which will comply with every law will be made. It is necessary to have some rate agreement—necessary alike for the railroads and the shippers.

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Henry Clexs-If railroads are finally compelled to give up their traffic agreements under the recent Supreme Court decision, they will all have to look out for themselves and stand upon their individual merits. They may be compelled to fight each other in the end, and then will come the survival of the fittest, resulting in the powerful concerns gobbling up the small, weak ones. Formidable consolidations will grow out of it in time—that will not be peculistic, but menopolistic. If it comes to this, it will be unfortunate, especially as the railroads at the present time, under their harmonious action and traffic association connections, are serving all business interests on a uniformly low basis of rates. The large shipper gets no advantage over the small one, which is a live-and-let-live process. If the present methods are to be broken up by legislative acts and Supreme Court decisions, it will be a death blow to the maintenance of rates and to the existence of all small shippers, as the large ones will get so much advantage over them by secret rebates and other underhand ways that they will be driven to the wail.

TO COME OUT RIGHT IN THE END.

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Russell Sage—It is bound to come out all right in the end. There is no question on that point. Brains and capital have ruled the world since the Brains and capital nave rules have not been advent of man, and natural laws have not been changed because of this one adverse decision. No human law can prevent the combination of interests in social or business affairs. So-called protective laws are not needed by the public, for no association or trust has yet been able to operate at a profit for any length of time when it attempts to oppress the people. I think an amendment to the present law will be asked of Congress, whereby combinations of interests can be legally effected. As to the railroad properties in which I am personally interested. I do not yet know what will be done, or whether they will withdraw from the associations to which they now belong. The directors will meet in due course of time and will talk over the situation carefully before taking action. The lawyers will also consider the case in all its bearings and evolve some plan of future procedure. In the mean time, let the investing public keep cool. Frank S. Bond, vice-president of the Chicago, Milwaukee and St. Paul Railroad, received an official statement from Chicago yesterday that the company would take no action in regard to the decision of the Supreme Court relating to the Transmissouri Freight Association until the general missouri Freight Association until the general missouri Freight Association until the general missouri Freight Association until the general counsel of the company receives a complete copy of counsel of the company receives a complete copy of the Supreme Court relating to the Transmissouri Freight Association until the general missouri Freight Association until the general missouri Freight Association until the general missouri Freight Association and the end of the company receives a complete copy of counsel of the company receives a complete copy of counsel of the company receives a complete copy of the supreme Counter lating to the freight association until the general missouri Freight Association until the general missouri Freight Association until the general m advent of man, and natural laws have not bee

and unfortunate result, the decision will have pointed out the defects of existing laws and exert a healthful and timely influence upon the law-making power."

THE ROADS, HE THINKS, MADE A MISTAKE. George R. Blanchard, Commissioner of the Joint Traffic Association, said: "I cannot discuss the decision of the United States Supreme Court in the Transmissouri Freight Association case and its bearing on the Joint Traffic Association. I have not seen the full text of the decision. At the same time, I may say I think a mistake was made by

WITHDRAWALS OF WESTERN ROADS.

BURLINGTON AND OTHER COMPANIES TRYING TO KEEP WITHIN THE LETTER OF THE LAW. Chicago, March 24.-All railroad traffic associa-

tions in this city refrained from transacting any business to-day which had to do with the regulation of rates or division of business. Although the executive officers and cierical force at the various headquarters remained at their desks, only routine business and that which does not come within the ban of the Supreme Court's decision was attended to. Practically all the associations are in a state of suspended animation, "looking over the ground and waiting to find out where they stand," as Chairman Caldwell of the Western Passenger Association ex-The Chicago, Burlington and Quincy Railroad

gave a sweeping notice of withdrawal to-day from membership in every freight and passenger traffic association. The general counsel of that company advised the passenger officials not to affiliate with other roads. The notice includes the bureaus for the issue of mileage tickets and half-fare ciergy permits, which are departments of the Weste Passenger Association. At the same time it hit upon the plan of appainting B. D. Caldwell, chairman of the association, its agent to attend to clergy permits and mileage tickets, thus practically retaining the Association machinery for the sake of economy and convenience. This method of procedure will probably be adopted by other roads which feel it incumbent upon themselves to sever all official relations with other roads in Association form. Such action would mean that, although the associations will be dissolved in compliance with other employes of the organizations will be retained to attend to business which is not prehibited. The Burlington road also erased its name which is an indication that the company believes the decision prohibits agreements with connecting lines on through business.

The action of the St. Paul road to-day is in effect a withdrawal from all freight and passenger traffic associations. The official announcement was made that until the full text of the decision was received and an opinion had been rendered by the legal de-partment, the company will not participate in any association. Its policy is that inaction is equivalent to withdrawal, and therefore within legal bounds. It is a cuestion among railroad men whether the mileage and clergy bureaus come within the scop-of the decision.

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The Santa Fe Company did not enlarge on its action of yesterday limiting its withdrawal from the freight associations. This limitation was decided upon in the opinion, which is shared by many able railroad attorneys, that as the Anti-Trust law is to prevent the restraint of trade and commerce only, the terms cannot rightly be applied to prescuess and their transportation which are not essengers and their transportation, which are not ommodities.

pessengers and their transportation, which are not commodities.

Vice-Chairman Barker, of the Western Freight Association's Board of Administration, received official notice to-day of the Minneapolis and St. Louis's withdrawai from all freight associations. The members of the Board of Administration sat in their offices reading the newspapers and discussing the railroad situation as presented therein. The same condition of inertia prevailed at the headquarters of the Western and Transcontinental Passenger associations. Chairman Caldwell returned to-day from Washington and New-York, and an important meeting was to have been held, but the officials of roads who came only discussed the matter informally, and the chairman said there would be a continuation of the informality to-morrow. No businers was likewise transacted by Commissioners Donald and Tucker, of the Central Fassenger and Central Freight associations respectively.

United States Supreme Court holding that the agreement of the Trans-Missouri Freight Associacaused a flutter among the railway traffic men of lines running through Texas, with its domicile at St. Louis, so as to be exempt from Texas laws on the subject, but it had to do entirely with rates affecting this State. General Manager Polk, of the Gulf, Colorado and Santa Fe, said to-day that the decision clearly knocked out traffic associations, and that they could not continue as at present organized. He expressed the belief, however, in view of the fact that they have operated so successfully and satisfactorily to the railways as well as to the shippers, that it would be but a question of a very short time until they were re-established on a basis not inhibited by law. He did not believe a simple agreement between railways companies to maintain of Hues running through Texas, with its domicile just and equitable rates was illegal. This opinion was shared by other traffic men of prominence here.

VIEWS OF WESTERN RAILWAY MEN. DECISION.

St. Louis, March 24.-The decision of the United States Supreme Court outlawing railroad traffic associations was freely commented upon here, and the general opinion is that all associations must die. General Solicitor Hagerman of the Missouri, Kansas and Texas Railroad, said that every existing association must go, but that rates would be maintained upon unwritten agreements between the large roads. This course was possible and necessary for the leading lines. The smaller lines and would inevitably go to the wall.

Solicitor Blodgett, of the Wabash, asserted that traffic agreements were good things for the public as well as for the railroads, and that Congress could be expected to undo the hasty decisi-

the Supreme Court.
Vice-President Warner, of the Missouri Pacific,
Nee-President Warner, of the Missouri Pacific,
Road, sees nothing but certain death to the associations in the court's decision. This would force
new alliances upon the leading lines and work
disaster to the smaller ones. White shippers would
he benefited, it would be at the expense of the railroads. This would unsettle business, disturb
values, and ultimately place new burdens upon the
whole people.

whole people.
Representatives of other lines were of the opin-ion that traffic agreements could not now be le-gaily maintained.

Omaha, Neb., March 24.-General Solicitor Kelly, of the Union Pacific Railroad, commenting on the decision of the United States Supreme Court regarding joint traffic agreements, said he would not express his opinion until he had read the en-tire decision. He says there is no appeal, and, how-ever far-reaching the decision may be, it is final. The Union Paclic, he thinks, will take action at

Receivers Oliver W. Mink and E. Ellery Anderson, of the Union Pacific, refused to commit them-selves until they had read the decision of the court. They admitted that the action of the Chicago roads would have a far-reaching effect, and that a rate war was possible, if not probable.

EX-ATTORNEY-GENERAL HARMON PLEASED Cincinnati, March 24.-Asked concerning the Supreme Court decision relative to the Transmissouri Freight Association, ex-Attorney-General Judson Harmon yesterday expressed the opinion that the opinion delivered will affect the Joint Traffic Association, and, in fact, all kinds of railway pools.
"I do not see any other way of construing the de "I do not see any other way of constanting the de-cision," said Judge Harmon. "I have received many congratulatory telegrams to-day, and con-sider the victory a personal one for me, because I fought the case for the Government and was pitted against such legal talent as E. J. Phelps, James C. Carter and others who represented railroads in-

errested.

"The decision is sweeping in its character, and I think that all pools will come under the head of the Transmissouri body, which is declared illegal by Justice Peckham."

A RATES COMMITTEE IN SESSION.

Columbus, Ohio, March 24.-The Uniform Basis of Rates Committee of the Central Freight Association is in session here, lining up rates for the territory southeast from Chicago. On general freight some immaterial advances and reductions between points were made. Special class freight has not yet been

FLOODS CUT OFF ST. PAUL'S EARNINGS. Chicago, March 24.—The gross earning of the Chicago, Milwaukee and St. Paul road for the third week of March were \$508.538, against \$625.811 for the corresponding week last year, a decrease of \$117.273. The heavy decrease is largely attributed to the floods

BIRCH'S CONDITION STILL SERIOUS.

The condition of "Billy" Birch, the minstrel, was serious yesterday. Mrs. Birch was constantly by her husband's side. The minstrel often imagines that he is on the stage. He calls to his wife and asks her to tell him when it is his turn to go on.
Dr. O'Hanlon, who is treating him, gave orders that
his patient should be kept as quiet as possible, and
no visitors should be allowed to see him.

JOHN SLOANE'S CONDITION IMPROVED. At the store of W. & J. Sloane, Broadway and Nineteenth-st., it was said yesterday afternoon that the latest advice from Georgia was to the effect that John Sloane was much improved and steadily growing stronger. Mr. Sloane is resting quietly at Jekyil Island and has the best of medical attendance. It is now thought that the danger line is passed.

THURLOW WEED.

Justice Beckman, in the Supreme Court, has granted to Isabel Morris Barnes a decree of absolute divorce from her husband, Thurlow Weed Earnes. The decree is granted on the report of Lawrence Godkin, the referee, and it gives to her the custody of her two children, Emily Weed Barnes and G. Morris Barnes, and entitles her to resume her malden name of Isabel Morris. Testimony was taken before Mr. Godkin in secret, and there has been a determined effort to keep the facts from the public ever since Mrs. Barnes began her suit for divorce. Justice Beckman has been persuaded to real up the papers in the case, in which much interest had been aroused. Under the laws of this State, however, an absolute divorce can be obtained only for violation of the marriage vows,

his wife. Mrs. Barnes is the only daughter of the late millionaire Louisiana lottery king, John A. Morris. Mr. Barnes is a grandson of the late Thurlow Weed and a brother of William Barnes, Jr., of Albany. The couple were married with much splendor several years ago, and lived for a time in Boston, where Mr. Barnes was connected with a publishing house. Later they came to this city and lived at the Dakota. It was known that they lived together unhappily, and some time ago Mrs. Barnes began the action for divorce on statutory grounds. Comment has been caused by the attentions of Mr. Barnes to a well-known actress.

and it is to be presumed that there was evidence

to prove that Mr. Barnes had been unfaithful to

Mr. Barnes some time ago attempted to make himself active and prominent in local politics as a friend of Ta, C. Platt, but he did not attain influence of much importance and was not looked upon as a valuable accession. Since the divorce proceedings were begun he has spent much of hi time in Philadelphia, although he had a home at the Croisic, Fifth-ave, and Twenty-sixth-st. Now that his wife has obtained a divorce on statutory grounds, he is not expected to spend much of his time in this city.

In the latest edition of "The Social Register" Mr. Barnes is mentioned as a member of the Country Club, the Metropolitan Club and several Boston clubs. He formerly was a member of the University Club, but he resigned from it after failing to secure the admission of his brother-in-law. Alfred Hennen Moris. He presented Mr. Morris's name, but was advised to withdraw it on account of his brother-in-law's connection with the Louisiana lottery. He withdrew Mr. Morris's name and then

ALLAN MILANE HAMILTON SUED.

HIS WIFE SEEKS A LEGAL SEPARATION-HER ACTION PUZZLES THE ALIENIST.

Mrs. Florence C. Hamilton yesterday asked Jus-Smyth, in the Supreme Court, to make an tward to her of alimony and counsel fees in an action for separation she has brought against her husband, Dr. Allan McLane Hamilton, the celebrated alienist, whom she charges with abandonment. Mrs. Hamilton was represented by Richms C. Aulick, and John M. Bowers appeared for the

Dr. Harilton denies abandonment on his part. and in an affidavit submitted to the court, that his wife abandoned him. In 1890, he says, they agreed to live apart, and he made an allowance to er of \$5,000 a year, which he has ever since paid. The strange part of the proceeding is that the defendant says he is still willing to pay his wife

defendant says he is still willing to pay his wife this amount, and cannot imagine why she brought an action in court, as he has stinted himself to make her this allowance.

Mrs. Hamilton says that her husband's income is about \$12,000 a year. He admits that it was \$17,000 last year, but he says when he had deducted the allowance to his wife, his professional expenses and an allowance of \$1,300 a year which he makes to his twenty-year-old son, Louis Hamilton, there was only \$1,300 left for him. In making this allowance to his wife, he says that he has done all and more than his means allow. Mrs. Hamilton says that her husband owns the house at No. 44 East Twenty-ninth-st., in which he lives. He admits this, but says there is a heavy mortigage on it. He says that not alone has he made the \$1,000 allowance to his wife, but he has paid certain debts for her, and this to a large extent increases debts for her, and this to a large extent increases the amount he pays her. He has always been willing, he says, to support her in proper style, and has done so. He is, therefore, at a loss, he says, to understand why she has brought an action, as he has never intimated that he would discontinue her allowance. Justice Smyth took the papers and reserved de-

NOTES OF THE STAGE.

An attractive bill is announced for the benefit of the Actors' Fund, which is to be given at the Broadway Theatre to-morrow afternoon. It includes Miss Olga Nethersole, Miss Julia Marlowe, Mrs. Minnie Maddern Fiske, Miss May Irwin, Miss Munde Adams, Miss Beatrice Herford, Miss Kath-arine Florence, Miss Elizabeth Tyree, Miss Eugenia Woodward, Mrs. Sol Smith, John Drew, James K. Hackett, Marshall P. Wilder, Ferdinand Gott-schalk, Joseph Wheelock, Jr., Arthur Byron and others. There are to be no sales of souvenirs or flowers in the lobby.

The next publication to be issued by the Dunlap Society in a fortnight is an autobiography of Clar-Fisher Maeder, said to be the oldest living actress It is edited by Douglas Taylor, the president of the society. Mrs. Maeder made her first appearance in 1817, at the Drury Lane Theatre, London, and came to America ten years later. She has been in this country since, though she has not appeared in seven years. She is now eighty-six years old.

A farce comedy, "Bocksprünge," will be per formed for the first time in the Irving Place Theatre to-night. The play is adapted from the French by Messrs, Hirschberger and Kraatz. cast includes Herr Link, Herr Reusch, Herr Senhis, Herr Schmelzer, Herr Ascher, Herr Strobl, Herr Herzmann, Herr Schaff, Frl. Bender, Frl. Forst, Frl. Husz, Frl. Pitsch, Frl. Collmer, Frau Schlüter and Frau Lothar.

WILL OF MRS. M. E. CLEVELAND.

The will of Mrs. Maria Elizabeth Cleveland, the widow of Augustus Cleveland, was filed with the Surrogate yesterday. Mrs. Cleveland died last October at Nice. She leaves to her sister, Laura M. Lewis, who lives at the Buckingham, all her diamonds, while to her servant, John Hauen, who lived with her at No. 75 Champs Elysees, Paris, she leaves \$2,000, and to her maid, Marie Berdot, \$1,000. A number of charitable institutions are beneficiaries under the will. The Home for Incurables in Fordham gets \$5,000, the Sheltering Arms, \$5,000, and the Institution for the Relief of Respectable Axed and Indigent Females \$5,000. The residue of the estate is to be converted into a trust fund, and the income is to be paid semi-annually "to my beloved friend, Marvin F. Scarfe, of Pittsburg, Penn., Sho at the risk of his own life saved me from drowning," the principal on his death to go to his children. If no children should survive him then \$10,000 of the trust fund is to be given to his wife, and the balance to the Board of Relief for Disabled Ministers and the Widows and Orphans of Deceased Ministers of the Presbyterian Church, situated in Philadelphia. ficiaries under the will. The Home for Incurables

A REPUBLICAN CLUB DISBANDED.

The XIXth Assembly District Republican Club, No. 142 West Sixty-sixth-st., decided last night to disband and join the regular Republican organization of the district. Several years ago, it being found that there was no Republican organization at the lower end of the district, the club was founded, under the name of the Daniel Jackson Club. This was afterward changed to the present name. Just be fore the election, a regularly organized club was founded by George R. Bidwell, which was also named the XIXth Assembly District Club, and the members of the older institution, which had the members of the older institution, which had never been incorporated, were invited to join the new regular organization. The Executive Commit-tee recommended that this action be taken, and it was to decide this question that the members met last night. H. G. Leask, who presided, strongly recommended

the members to adopt the committee's recommended dation. After some discussion the disbandment of the club was determined on by a narrow majority, and a committee was appointed to report at next week's meeting as to the best means of paying the debts still outstanding. The club consists of 25 members, most of whom will join the new organ-ization.

MR. WANAMAKER'S CANDIDACY INDORSED Harrisburg, Penn., March 24.-A meeting of the members of the Legislature who voted for Mr. Wanamaker for United States Senator was held tonight. About sixty Senators and members of the House were present. A resolution was adopted in-dorsing Mr. Wansmaker as a candidate for State Treasurer.

Are you thinking of purchasing a Piano, or a Piano stool? It so, do not fail to consult the little advertisements in the narrow columns. Some good barrains may be found there.

HOWARD POTTER DEAD.

AN ABSOLUTE DECREE GRANTED BY A BROTHER OF THE BISHOP DIES IN

LONDON. A cable dispatch was received here yesterlay an-councing the audden death from heart disease of Howard Potter, at No. 18 Grosvenor Garden, S. W., London, England. Mr. Potter was a brother of Bishop Henry C. Potter, of this city, a son of the late Bishop Alonzo Potter, of Pennsylvania, and a nephew of the late Right Rev. Dr. Horatio Potter, who was Bishop of New-York. He was born in 1826 in Schenectady, at Union College, of which his grandfather, the Rev. Dr. Enpha.et Nott was president, and his father, afterward Bishop of Pennsylvania, was vice-president. About fortyfive years ago he was wedded to Mary Louisa Brown, a daughter of the late James Brown, who was fermerly the head of the well-known bank-

ing firm of Brown Brothers & Co. Mr. Potter had been an active partner of Brown Brothers & Co. and Brown, Shipley & Co. for many years, and for the last ten years had lived with his wife in London, and acted as the managing partner. He was preparing to return to this country at the time of his death on a customary

He was for many years a trustee of the Children's Aid Society in this city; was president of the Orthopedic Dispensary; president of the Niagara Park Association; treasurer of the Sanitary Commission in the Rebellion; a trustee of Union College; a director of the London and Westminster Bank; a director of the London Assurance Company, and of many other financial institutions, both at home and abroad. His brothers were the late Congressman Clarkson N. Potter, the late General Robert B. Potter, of the 9th Army Corps, the first man to cross the bridge at Antietam; Edward Tuckerman Potter, the architect; Bishop Henry C. Potter and the Rev. Dr. Eliphaiet N. Potter, formerly president of Union and Hobart colleges. His sister is Mrs. Launt Thompson, wife of the noted sculptor, who lives in Florence, Italy. He aiso had three half-brothers, who survive him. They are Colonel J. Nelson Potter, who lives abroad; William Applegate Potter, an architect, and Frank Hunter Potter.

The surviving children of Mr. and Mrs. Potter are James Brown Potter, of No. 52 Park-ave; Mrs. J. Kennedy Tod, Mrs. Clarence Cary. Miss Grace Potter, Miss Bertha Potter and Ashon Potter. J. B. Potter will sail for Lendon to-day to join his mother and make arrangements for the funeral. ara Park Association; treasurer of the Sanhary

HERMAN ABRAHAM DEKNATEL.

Herman Abraham Deknatel, a well-known man ufacturer of paper boxes, died from pneumonia on Tuesday, at his home, No. 211 West Thirteenth-st He was born in Amsterdam, Holland, and came to having learned his trade in Paris. He was a mem having learned his trade in Paris, rie was a member of the New-York Council of the Royal At-canum, Gramercy Lodge of the Ancient Order of United Workmen, and Harvard Lodge of the Knights of Pythius, He leaves a widew and seven children. The funeral will be held at the French Evangelical Church, No. 126 West Sixteenth-st., at 1 p. m. to-morrow. The burial will be in Ever-greens Cemetery.

HENRY OOTHOUT. Henry Oothout, son of the late Henry and Jo

sephine Lentilhon Oothout, died in Morristown, N. J., yesterday, at the age of thirty-five years. The funeral will be held in the chantry of Grace church, Broadway and Tenth-st., at 19 s. m. to-

HAMILTON BROCK.

St. Johnsbury, Vt., March 24.-Hamilton Brock. well known throughout New-England as a driver and trainer, died at his home here this afternoon of Bright's disease. He was fifty-seven years old. Mr. Brock had been sick in bed six weeks. ailing for over a year. He was born in West Barnet, Vt. and lived there until about eighteen years old, when he went to Boston and later to New-York. He came here from West Barnet ten or twelve years ago, and had since lived here. His last work on the turf was last season, making a wide and successful circuit with his well-known horse Barney.

MRS. THOMSON P. M'ELRATH.

Mrs. Kate Florida Ross McEirath, wife of Thom son Price McElrath, died at her home yesterday. The funeral services will be held at 11 o'clock to-morrow morning in the Church of the Ascension, Fifth-ave, and Tenth-st.

ELBRIDGE WALCOTT.

Elbridge Walcott, a well-known business man of this city, died at his home, No. 212 West One-hun dred-and-thirty-fifth-st., yesterday.

Mr. Walcott was born in 1822, in Stow, Mass. He came to this city sixteen years ago, and went into the varnish business. He afterward became interested in the marble business, and was president of Mycellian Marble Company, of No. 524 West

Thirty-fourth-st.

He was prominent among the paint, oil and varnish dealers in this city, and had his office at No. 328 Pearl-st. He leaves a widow and one son. Funeral services will be held to-morrow afternoon at the house, and the burial will be in Greenwood Cemetery.

OBITUARY NOTES.

Nogales, Ariz., March 24.-Intelligence from Guay-Monday of Charles E. Hale, United States Consular agent. He was a native of New-York, had lived in Guayamas about thirty years, and had been nnected with the United States Consular office

for twenty-four years. Newburg, N. Y., March 24.-Mrs. Margaretta Van Newburg, N. Y., March 24.—Mrs. Margaretta Van Wyck Hashrouck died here last night in her eighty-sixth year. Her ancestors were among the foremost defenders of the Republic in the Revolutionary War. John Stagg, who was a major in the Continental Army, was her grandfather. He was Washington's private secretary at Valley Forge, and for eight years chief clerk in the War Department under Washington. He was one of thefounders of the Society of the Cheinnatt.
Gloucester, Mass. March 24.—Captain Edward A. Storey, who served with distinction in the 8th and 23d Massachusetts regiments during the war, and was promoted from the ranks to a captaincy, died yesterday, aged sixty years.

NAVAL APPRENTICE BOYS DESERT.

San Diego, Cal., March 24.-Sixteen apprentice boys deserted from the United States gunboa

Adams during Sunday and Monday night. The strictest watch is now being kept over every action of the apprentices to prevent more desertions. The officers say that different tactics in training the boys must be pursued or wholesale desertion in every port will result.

THE WEATHER REPORT. YESTERDAY'S RECORD AND TO-DAY'S FORECAST

Washington, March 21.—The barometer has fallen ex-cept from the lake region southward to the East Gulf coast. It is unsually low on the New-England coast, and a depression of considerable energy covers New-England and the Upper St. Lawrence Valley. A second depresand the typer St. Lawrence variety. A second depression is central far to the north of Montana, and the barometer continues relatively high over the central plateau region. It is much coller from the Ohio Valley southward to the East Gulf const, and it is much warmer in the Southwest and Rocky Mountain stations. Showers have prevailed in the Middle Atlantic States and New liave prevailed in the Middle Atlantic States and New Empland, and local arows in the lake region and the Obic Valley. The weather is fair to night throughout the Southern States, the Middle Atlantic States, the Missis-sippl and Ohlo valleys, but fight shows continue in the lower lake region and the Upper Ohlo Valley. The indi-cations are that the weather will be fair and colder from New-England southward to Florida, and it will be fair and warmer in the States of the Missis-ippi Valley.

FORECAST IN DETAIL FOR TO DAY. For New-England, fair, preceded by local snows in the orthern portion; brisk and high westerly winds; slightly older in southern portion. For Eastern New York, fair in southern portion; fair

preceded by local snows in northern portion; brisk to high northwesterly winds.
For Eastern Pennsylvania, New-Jersey and Delaware

generally fair and colder, northwesterly winds, generally har and concer, northwesterly winds.

For the Dietrict of Columbia and Maryland, generally fair and colder during the day, possibly light flurries of snow in the morning, northwesterly winds.

For Western New York, Western Pennsylvania and Ohio, partly cloudy weather, probably light flurries of snow on the lakes; westerly winds.

TRIBUNE LOCAL OBSERVATIONS. HOURS: Morning. Night Bar,

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	 to delete	th street

In this diagram a continuous white line shows the changes in pressure as indicated by The Tribune's self-recording barometer. The dotted line represents the temperature as recorded at Perry's Pharmacy. Tribune Office, March 25, 1 a. m.-The weather yester

day early was cloudy and thick, clearing away toward nightfall. The temperature ranged between 52 and 42 degrees, the average (45%) being 10 degrees lower than on Tuesday and 23% higher than on the corresponding day last year.

The weather in and near this city to-day will probably be fair and cooler.

DIED. BIRD-Entered into rest, March 23, 1867, Catharine E., wife of Isnac Bird.
Funeral services Friday evening, at Eighteenth Street
M. E. Church, 8 o'clock.

DEKNATEL On March 23, in the 52d year of his are, Herman A. Deknatel Puneral revices will be held at the French Evangelical Church No. 126 West 16th-st. Friday, at 1 p. m. Internent private.

EDWARDS—At Atlanta, Ga., on the 22d day of March, 1897, suddenly, John Edwards, in his 19th year, the eldest son of the late Alexander and Elizabeth Edwards. Puneral services will be held at his late residence. No. 153 Remsen-st., Brooklyn, on Thursday, March 25, at 8 o'clock in the atternoon.

Interment at the convenience of the family.

GROVESTEEN-Suddenly, on the 24th inst., at Hacken-nack, N. J. at the residence of Mrs. S. H. Jacobson, Milton Weston Grovesteen, son of the late James H. and Anna V. Grovesteen.

GEOFFROY—On Monday, March 22, 1807, Lydia M., widow of Nicolas Geoffroy, in her Teth year. Funeral services from her late residence, No. 31 West dist-st., Thursday, March 25, at 120 o'clock p. m. Interment at convenience of the family.

HASHROUCK-At Newburg, N. V. March 23, Margarette Van Wyck, daughter of the late William W. Van Wyck and Harriett Stagg and widow of Eli Harbrouck, aged S5 years.

S5 years,

HOWARD—At Orange, N. J., on Tuesday, March 23, 1997,

Marian Otas, infant daughter of Nell R, and Julia Otis

Howard, aged I year and 9 months.

KING—At his revidence, at Highwood Bluff, Weehawken,

N. J., on Sunday evening, March 21, 1897, of bronchittà, after a lingering lifness, Archibaid Gracie, King,
son of the late James Gore King and Sarah Rogers

Gracie, in the 76th year of his age.

Funeral services at Calvary Churca, 4th-ave, and 21st-st.,
on Taurelay, March 25, 1897, at 12 o'clock noon.

Interment at Jamaica, Long Island.

LOGGETT-On Wednesday, March 24, at West New-Brighton, Staten Island, from the effects of scarlet fever, Adelaide Lispenard, beloved and youngest child of Ray. Theodore A and Anna Dwight Leggett, aged 8 years 3 months and 22 days.

Scientific on the same 22 days. Scientific and the scientific of the same and the scientific of the scientific of the scientific of the Ascension, 5th-ave, and 10th-st. Cauren of the Ascension, anneave, and Polaristown, OoTHOUT—on Wednerday, March 24, at Morristown, N. J., Henry, son of the late Henry and Josephine Lentlinon Cothout, in the Sath year of his age, funeral services at Grace Church Chantry, Broadway and 10th-st., Friday morning, March 26, at 10 a. m. PETIT—At New-Rechelle, N. V., March 28, 1997, Mrs. J. H. Petit, videw of Edward Petit. Relatives and friends are respectfully invited to attend the funeral services at the residence of her son, Banker Place, New-Rochelle, on Friday mounting at 10 o'clock.

FER Suddenly, on March 24, at London, England, Howard Potter.

RANDALL-On Monday morning. March 22, 1897, Otto

Wetster Randall, in his Gld year,

Relatives and friends, also those of his daughter, Mra.

Howard Meyer, are requested to attend the funeral

services at his late residence, No. 844 5th-ave., on

Thursday morning at 11:15 o'clock.

Kindly omnt flowers.

Rindly omit flowers.

ROJERS - On Tuerday, March 16, 1897, at Santa Barbara,
Cat., Christina Davenport Rogers, beloved wife of Sherman S. Rogers.

The funeral services will be at the residence of Mr.
Hogers, No. 698 Helmare-ave. Furfain, N. Y., on Friday, March 29, at 3 o'clock in the afternoon. SMITH-Suddenly, in Haltimore, on Monday morning, March 12, Frances E., widow of Levi Smith, both of Troy, N. Y. Funeral from her late residence, Thursday morning at 11 THORN-On Tuesday, March 23, at Mount Kisco, N. T., Mahala, widew of Massa B, Thorn, aged 82. Funeral on Friday, March 23, 10:39 a. m., at Mount Kisco, Carriages, will meet the 9-96 train from Grand Central

NNDALE—On Tuesday, March 23, George W. Tindale, son of Robert and the Lite Sarah Jane Tindale, in the Zist year of his siz-functal services at St. James's Church, Madison-ave, and Tist-ct. Friday morning at 19 o'clock.

Wall-OTT-On March 24, 1897, of his residence, No. 312 West 125th-st., Elbridge Walcott, in his 75th year. Funeral from his late residence, Friday, at 2 p. m. WRIGHT-On Tuesday, March 23, Mary Hall, wife of John Wright, the Ariston. Funeral on Thursday, private.

York. Write for pumpulets A.—The Kensico Cemetery.—Private station, Har-lem Railroad; 43 minutes ride from the Grand Central Depot. Office, 16 East 42d-st.

> Special Notices. Fifth Avenue AUCTION ROOMS,

238 Fifth Avenue. WM. B. NORMAN, Auctioneen, THIS THURSDAY EVENING.

EXECUTORS SALE By direction of T. L. Johnson, Esq., Executor for the MRS. SARAH M. KIMBALL,

COMMENCING AT 8 O'CLOCK

OLD AND MODERN MASTERS, FORMED BY MES. KIMBALL. CATALOGUES MAY BE HAD ON APPLICATION.

A COLLECTION OF PAINTINGS,

A .- Fifth Avenue Art Gatteries.

308 FIFTH AVENUE, NEAR 34TH STREET. PAINTINGS and STUDIES BY THE LATE JOHN W. CASILEAR, N. A.

Tuesday and Wednesday Evenings March 30th and 31st,

AT EIGHT O'CLOCK. ROBERT SOMERVILLE, Managera.

Established 1878. Established 1878.

MRS. McELRATH'S HOME-MADE PRESERVED,
BRANDIED, CANNEJ, SPICED PROTIS AND JELLIES,
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Pine Needle Oil for inhalation.
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PARK & TILFORD, Agents.

Carl H. Schultz's Waters combine highest effer-rescence and agreeable taste with assolute purity and A .- A .- For Rocbuck's Wire Window Screens, ereen Doors and Window Guards, go to Roebuck, 172

(Should be read daily by all interested as changes may occur at any time.)
Foreign mails for the week ending March 27, 1897, will close (promptly in all cases) at the General Postoffice as follows:

occur at any time."

Foreign mails for the week ending March 27, 1897, will follows:

TRANSATLANTIC Mod.S.

THURSDAY—At 4 a. m. for Europe, per s. s. Columbia, via Plymouth, Cherbourg and Hamourg: at 8 a. m. for Notherlands direct, ser s. s. Schiedam, via Amsterdam disters must be directed "per Schiedam via Amsterdam disters must be directed "per Casplan".

FRIDAY—At 5 p. m. for Cape Colony and Natal per s. s. Casplan detters must be directed "per Casplan".

SATURDAY—At 2 a. m. for France, Switzerland, Italy, Spain, Portugal, Turkey, Egypt and British India, per s. s. La Champagne, via Havre (detters for other parts s. La Champagne, via Havre (detters for other parts s. s. m. for Notherlands direct, per s. s. Vaendam, via S. m. for Genoa, per s. s. Kalser Withelm II (leiters must be directed "per Veendam"); at 8 a. m. for Genoa, per s. s. Kalser Withelm II (leiters must be directed "per Helda").

**Campania, via Queenatown; at 11 a. m. for Norway direct, per s. s. Hekla (letters must be directed "per Helda").

**Turesdays, Thursdays and Saturdays take printed matter, etc., for Germany, and specially addressed printed matter, etc., for Curope. American, Cunard and French line steamers on each of the per second of the supplementary transatiantic activities to carry mail.

take printed matter, etc., for all countries for which they are advertised to carry mail.

After the closing of the supplementary transatlantic matts named above, additional supplementary mails are opened on the piers of the American, English, French and German steamers and remain open until within ten minutes of the hour of sailing of steamer.

MAILS FOR SOUTH AND CENTRAL AMERICA, WEST INDIES, STU.

THURSDAY—At 1 p. m. supplementary 1:30 p. m.) for Esymuda, per s. s. Ocinoco; at 1 p. m. supplementary 1:30 p. m.) for Bermuda, per s. s. Ocinoco; at 1 p. m. supplementary 1:30 p. m.) for Nassau, N. p. and Santiago de Caba, per s. s. Lampasas; at 1 p. m. for North Brazil, per s. s. Horatto, via Para, Maranham and Ceara; at 1 p. m. supplementary 1:30 p. m.) for Nassau, N. p., per s. s. Antila decrea must be directed "per Antila").

FRIDAY—At 10 a. n. (supplementary 10:30 a. m.) for Jamaica, Fort an Prince, Savenilla and Carthagena, per s. s. Asiat de ters must be directed "per Antila").

SATURDAY—At 9:20 a. m. (supplementary 10:30 a. m.) for Jeremic, Jacmel and Aux Cayes, per s. s. Athos detters for Belize, Paerto Corteg and Guntamala must be directed "per Pretoria"); at 10 a. m. supplementary 10:30 a. m. for Jeremic, Jacmel and Aux Cayes, per s. s. Seguranca (Chiapas, Tabasco and Yucatan, per s. s. Seguranca (Chiap

for Nassau, N. P., per steamer from Miami, Fla.; at \$330 p. m. for Newfoundiand, per steamer from Hall-frit.

Mails for Newfoundiand, by rail to Hailfax, and thence by steamer, close at this office daily at \$530 p. m. Mails for Miquelon, by rail to Hoston and thence by steamer, close at this office daily at \$530 p. m. Mails for Cuba close at this office daily at \$530 p. m. Mails for Cuba close at this office daily at \$500 a. m., for forwarding close at this office daily at \$500 a. m., for forwarding close at this office daily at \$500 a. m., for forwarding by steamers sating (Mondays and Thursdays) from Port Tampa, Fla. Mails for Mexico City, overland, unless specially addressed for dispatch by steamer, close at this office daily at 2:30 a. m. and 2:30 p. m., fRagsistered mail closes at 6:30 p. m. previous day, istered mail closes at 6:30 p. m. previous day.

Mails for China and Japan (specially addressed only), per s. s. Empress of India (from Vancouver), close here daily up to March 122 at 6:30 p. m. Mails for China and Japan, per s. s. Braemer (from Tacoma), close here daily up to March 20 at 6:300 p. m. Mails for China. Japan after daily up to March 20 at 6:300 p. m. Mails for China. Japan after daily up to March 20 at 6:300 p. m. Mails for Australia (except those for West Australia, which are torwarden via Europe), New-Zealand, Hawaii, which are torwarden via Europe), New-Zealand, Hawaii, which are torwarden via Europe), New-Zealand, Hawaii, per s. s. Marlposa (from San Francisco), close here daily up to March 27: at 7:300 Francisco), close here daily up to March 20: at 6:300 p. m. (or on arrival at New-zealand, Hawaii, secality addressed only), per s. s. Warrimoo (from Vancouver), close here daily after March 2: at 6:300 p. m. Mails for Australia (from San Francisco), close here daily up to April 1 at 6:300 p. m. Mails for Mavaii and Piji Islands (specially addressed only), per s. s. Warrimoo (from Vancouver), close here daily after March 2 at 6:300 p. m. Mails for Mavaii and Piji Islands (specially addres

DIED. ADAMS On Monday, March 22, at Palatka, Pla., Ada, only daughter of Aaron and May Belle Adams, aged 10

127 and up to April 1 at 6:30 p. m. Mails for Hawaii, per s. s. Australia (from San Francisco), close here daily up to April 14 at 6:30 p. m.

Transpacific mails are forwarded to port of sailing daily, and the schedule of closing is arranged on the presumption of their uninterrupted overland transit. †Registered mail closes at 6 p. m. previous day, tered mail closes at 6 p. m. previous day.

Postoffice, New-York, N. Y., March 19, 1897.